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Hongkong Daily Press.

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NEW ADVERTISEMENTS

NOTICE

DURING THE WINTER SEASON
GAMES, BRAINS, GARDEN, POKE PITS,
BLACK PUDDING, FISH, MEAT, &c., &c.,
can be obtained from the Underwriters.
Orders are respectively sold and will have
prompt and careful attention.

HOPKINS' BUTCHERY,

(Established 1867),
Shanghai.

Shanghai, 6th November, 1897. [2602]

CEYLON STAMPS

CEYLON STAMPS, CARDS, and EN-
VELOPES, purveyed to collectors. Send
a complete list of what will be required. Hongkong
stamps to pay for postage and registration.
If possible, please quote reference.

H. C. PERERA.

No. 61, Union Place,
Slave Island,
Colombo, Ceylon.

Hongkong, 9th November, 1897. [2568]

DOUGLAS STEPHENS LTD. COMPANY,
LIMITED.

FOR SWATOW, AMOY, AND
FOOCHOW.

THE Company's Steamship.

"HAIKAN,"

Captain Roach, will be despatched for the
above ports on TUESDAY, the 16th inst.
At DAWNTIME.

For Freight or Passage, apply to
DOUGLAS STEPHENS & CO.,
General Managers.

Hongkong, 12th November, 1897. [2600]

OCEAN STEAMSHIP COMPANY.

FOR SANDAKAN AND KUDAT.
THE Company's Steamship.

"MEMNON,"

Captain McGriff, will be despatched on
TUESDAY, the 16th inst., at 3 p.m.

For Freight or Passage, apply to
BUTTERFIELD & SWINEY,

Agents.

Hongkong, 12th November, 1897. [2601]

AUCTIONS

PUBLIC AUCTION

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION.

TO-DAY.

(SATURDAY), 13th November, 1897.

50 CASES FRENCH CHAMPAGNE
in PINTS, slightly damaged by steam
and water, ex. & s. "SACHSEN."

24 CASKS, each about 50 Gallons, MAURITIUS RUM.

40 CASKS (12 doz. Quarts each) RED
WINE.

6 CASKS, (12 doz. Quarts each) WHITE
WINE.

42 CASES CHAMPAIGNE VIDEA,

Quarts and Pints.

20 CASES SAUTernes.

12 CASES ST. JULIEN.

6 CASKS FEATHER DEW WHISKY.

6 CASKS SCOTCH and IRISH
WHISKIES.

23 CASES AMERICAN BEER, in
Quarts.

1 CASK, about 50 Gallons, GIN.

On View at the Undersigned's from
FRI-DAY, 12th instant.

TERMS OF SALE.—As Customary.

PAUL BREWITT,

Ameliorator.

Hongkong, 12th November, 1897. [2568]

PUBLIC AUCTION

USEFUL HOUSEHOLD FURNITURE.

THE Undersigned has received instructions
to Sell by
PUBLIC AUCTION.

TO-DAY.

(SATURDAY), the 13th November, 1897.

at 2.30 p.m. at the Dredge Street,

at his Sales Office, Dredge Street,

A QUANTITY OF
USEFUL HOUSEHOLD FURNITURE,

comprising—

TAPESTRY DRAWING ROOM SUITE,

MARBLE TOP ROUND TABLE, ONE
LARGE OVERMANTEL WITH BEVELLED
GLASS OCCASIONAL TABLES, CAN-
PETS, &c., &c.

ONE BIG SIDEBOARD, WITH BE-
VELLED GLASS EXTENSION DINING
TABLE, WAITING DESKS, DINNER
and DESSERT SET, CUTLERY and
GLASSWARE, &c., &c.

SINGLE and DOUBLE WARDROBES
WITH BEVELLED GLASS, SINGLES

DOUBLE BEDSETS, &c., &c.

MARBLE TOP SOFA, TAPESTRIES, CHEST
OF DRAWERS, &c., &c.

TABLES, &c., &c.

GEORGE P. LAMMERT,

Anteater.

Hongkong, 9th November, 1897. [2568]

GOVERNMENT NOTIFICATION

No. 462.

THE following Particulars and Conditions
of Sale of CROWN LAND by PUBLIC
AUCTION, to be held on the spot,
MONDAY, the 16th day of NOVEMBER, 1897,
at 3 p.m., are published for general information.

By Command of His Excellency

J. H. STEWART LOCKHART,

Colonial Secretary.

Colonial Secretary's Office,
Hongkong, 10th October, 1897. [2570]

Particulars and Conditions of the Letting by
Public Auction. Sale to be held on
MONDAY, the 16th day of NOVEMBER, 1897,
at 3 p.m., by Order of His Excellency
the Governor of One Lot of Crown
Land at Methuen Street, East Point, in
the Colony of Hongkong, for term of 999
years.

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searcely possible, whilst a considerable reduction in the term of service with the colours would dislocate the system, and might fail to draw recruits in larger numbers. Still, a reduction in the term of service, which we are threatened, though Capt. Blood does not enter upon that question. It shows, too, that the Reserve has reached its maximum strength and cannot be increased under the present system. That he naturally catalogues under the head of disadvantages. He also points out that the Reserve is untrained, and cannot be subjected to a general field exercise, and that it is not the military service with which we are threatened, though Capt. Blood does not enter upon that question. It shows, too, that the Reserve has reached its maximum strength (22,000 men) in 1895, but at the beginning of this year it had declined to 7,000, and artificial measures are being resorted to in order to maintain it at a strength of eighty thousand men. The force is inadequate, in Capt. Blood's opinion, and requires a general reorganization, and this is also endorsed by the highest authority.

But there is no remedy under the short service system, and this, again, is one of the most serious defects of voluntary service. On the other hand, our system is not designed to produce a large Army. It is the steady expansion of the Empire and our frequent conflicts with non-European races which have compelled us to demand a stronger Army. The short service system was designed to give us sufficient recruits to feed the Army in India, to maintain a Colonial Army of about 30,000 men, and a Home Army which would enable us to put two army corps into the field with rapidity. Capt. Blood maintains stoutly that this ambition has been achieved, and with voluntary services at least for the present. We have seen, however, that voluntary service upon the short service principle has grave defects. At the present moment it is said that we shall be unable to spare two or three thousand men for the Sudan campaign in consequence of the distribution of the Indian Contingent. Consider, with us, the cost of a force of Lord Wolseley, a pessimist would deduce that the voluntary service had proved a failure.

Capt. Blood rightly traces the origin of compulsory service to the French system, and suggests that nothing less than grave national peril and necessity can ever be expected to lead to that system in England. But with the natural jealousy of a soldier, he proceeds to argue that compulsory service is by no means the disadvantage to a nation which it is commonly represented to be. There is no question but that a very different view of the case is taken by the mass of Frenchmen and Germans. Still, it will be admitted that Capt. Blood argues skillfully in defense of the ethics of compulsion. There is vast difficulty in ascertaining, even approximately, the amount of commercial loss which a nation suffers through resort to compulsory service. This loss has been defined as the amount of money which a nation loses in the deduction from earning foreign services; but the estimate is not accurate. It assumes that all men are equally productive, whereas a large proportion are idlers or improvident from case to another. The conclusion reached by Capt. Blood is worth quoting. "If the Army which a country is obliged to maintain is recruited by voluntary service, the cost of the service, then, is the voluntary service is the change, but if the Army is of such size that large numbers of the productive classes have to be drawn into it, then the compulsory system costs considerably less." Captain Blood frankly admits that the average English soldier is unproductive, and hence considers the voluntary system cheaper for the country.

Improbable as the introduction of compulsion in this country appears to be, it is of interest to note the probable results of such a system upon the military strength of the Empire. Captain Blood finds that it would be easy to raise a fully-trained army of 1,327,000 men. He estimates that from 180,000 to 200,000 men would be available for the annual drafts into the Army, and that one-half of this number could be called up for a short period of time. The cost of maintaining such an army, he says, would be £1,000,000 per annum, and the cost of the production of a standing Army and reserves of 491,000, a second line of 732,000, and a third line of 279,000. Nor does he omit to consider the question of cost, although giving no definite figures. It may be assumed, no doubt, that we could work the compulsory system almost as cheaply as the voluntary. He does not, however, make any financial provision for the modest expenditure of £24 million sterling. But Captain Blood fully recognizes the impossibility of requiring troops enlisted compulsorily to serve for a term of years in India or other colonial stations. That again is one of the grave objections to the introduction of compulsion in England. As a soldier, Captain Blood has evidently been led to the view that the cost of a colonial service is to be measured by the general cost of living, and writes of the "peculiarities" as glibly as though Admiral Colombe had never exposed the fallacy. Captain Blood, however, detracts somewhat from a point which is one of the most important arguments for and against compulsory service by his contention that, in a number of cases, it will be necessary to keep a number of men in the service for a long time, and that the cost of maintaining such a force will be greater than the cost of maintaining a force of the same size for a shorter period of time. He quotes the example of the Royal United Service Institution, which is very far removed, from the area of practical politics—Naval and Military Record.

MEDIIVALISM IN THE CHURCH OF ENGLAND.

Every one must appreciate the fine medieval flavour of the edifying story concerning the relics of St. Edmund the Martyr which is told in the Anglo-Saxon History of the Church of England. Edmund was the grandfather of King Ethelred, who was converted by St. Augustine. Devoting himself to a life of piety, he became first a hermit and afterwards abbot of a Benedictine priory founded by his father, within the precincts of the old castle of Folkestone, which has long since been wrecked by the sea. The original castle and with it the story was, it is said, first written down by the monk Eadred in 1022. But a new priory occupied the site.

Benedictine monks seem to have been founded in 1025 on the same site and removed shortly afterwards to a site adjacent to the present parish church, where they survived until the dissolution of the monasteries. Canon Woodward, the vicar of this church, which is dedicated to St. Mary and St. Edmund, tells us, in a letter to the *Times*, that the "life of sanctity and self-sacrifice so won for her the love and veneration of the people of this place in bygone days that her remains were removed from church to church, one after another, was destroyed, until at last they found a lodgment in the present parish church, which was founded in 1025, and that they still remain there upon the site of the old priory." In support of these statements he invokes the authority of Leibnitz, writing in the reign of Henry VIII, and of Lambard, in that of Elizabeth of Navarre, who wrote in the fourteenth century, and of Herodot, who wrote in the eighteenth. It is probable enough that the relics of St. Edmund, or what passed for them in that day, were removed to a more convenient and less inconvenient place, but the removal of the remains, and then had over the lay of the ordinary to the verge of his church and allow him to exhibit it out of service to all who may desire to inspect it.

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VESSELS ON THE BERTH

CANADIAN PACIFIC RAILWAY COY'S

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Twin-Screw Steamships 6,000 Tons 10,000 Horse-Power Speed 19 knots

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EMPEROR OF CHINA ... Comdr. H. Pybus, R.N. ... WEDNESDAY, 10th Jan., 1898

THE magnificient TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN and will make the routes YOKOHAMA to VANCOUVER in 12 days, and THREE DAYS to a WEEK in the Trans-Pacific journey.

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Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given a choice of

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THE DINING CARDS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and cabins are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, 100 Queen Street.

Hongkong, 28th October, 1897.

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Steamer	Tons	Captain	Proposed Sailing	Steamer	Tons	Captain	Proposed Sailing
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CONFIDENCE	2,605	A. Gow	Jan. 11	MOUL	3,054	H. Wright	Jan. 14
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Excellent accommodation. First class Table. Doctor and Stewards carried.

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Rates of Passage to other Ports on application.

Special rates allowed to members of Governmental Services.

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Parcels must be sent to our Office (with address marked in full) by 5 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to DODWELL, CARLILL & CO., General Agents.

Hongkong, 5th November, 1897.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR STEAMERS TO SAIL ON NOV. 13TH Freight or Passage.

LONDON, Sunda, S.G.D. Andrews, R.N. Nov. 13th Freight or Passage.

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SHANGHAI [GANG] About 14th Freight or Passage. [F. C. Croft Nov. 13th]

YOKOHAMA, VIA NA, VENICE, Nov. 16th Freight or Passage. [C. H. S. Tocino, R.N. Nov. 13th]

LONDON, &c. [ANCONA] Noon, 16th See Special Advertisement. [W. D. Mude Nov. 13th]

LONDON, [MANILA] About 25th Freight or Passage. [E. S. Hardwick, R.N. Nov. 13th]

STRAITS & BOMBAY, [KALI-HIND] About 27th Freight. [S. Barlow Nov. 13th]

For Further Particulars apply to H. A. RITCHIE, Superintendent.

Hongkong, 9th November, 1897.

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HAKATA MARU, KOBE & YOKOHAMA, MONDAY, 15th November, 1897.

IDOMI MARU, KOBE & YOKOHAMA, FRIDAY, 19th November, 1897.

SUNDAY MARU, YOKOHAMA, 19th November, 1897.

TOKIO MARU, YOKOHAMA, 23rd November, 1897.

OMI MARU, YOKOHAMA, 26th November, 1897.

MITSU-MARU, LONDON, 19th November, 1897.

KANAGAWA MARU, YOKOHAMA, 26th November, 1897.

J. MacKellar, Agent.

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A. S. MIHARA, Manager.

Hongkong, 13th November, 1897.

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THE Steamer "HIMSANG".

Captain Crockett, will be despatched as above to T.O.DAY, the 13th inst., at NOON.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, 9th November, 1897.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOT, AND TAMSU.

THE Company's Steamship.

"FOR YOKA," Captain Hodges, will be despatched for the above Ports to MOORROW the 13th inst., at DAYLIGHT.

For Freight or Passage, apply to DOUGLAS LA PLAIS & CO., General Managers.

Hongkong, 11th November, 1897.

FOR SINGAPORE, THE 100 A.L. American Ship.

"NEW YORK," Captain Hodges, will be despatched for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th October, 1897.

OCEAN STEAMSHIP COMPANY.

FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship.

"MUNDAU," Captain Towell, will be despatched as above on TUESDAY, the 16th inst.

For Freight, apply to J. S. VAN DUREN, Agent.

Hongkong, 26th October, 1897.

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THE 90 A.L. American Ship.

"NEW YORK," Captain Hodges, will be despatched for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th October, 1897.

THE 90 A.L. American Ship.

"NEW YORK," Captain Hodges, will be despatched for the above port and will have quick despatch.

For Freight, apply to SHEWAN, TOMES & CO., Agents.

Hongkong, 26th October, 1897.

THE 90 A.L. American Ship.

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